

BookletChart™



San Clemente Island – Pyramid Cove and Approaches

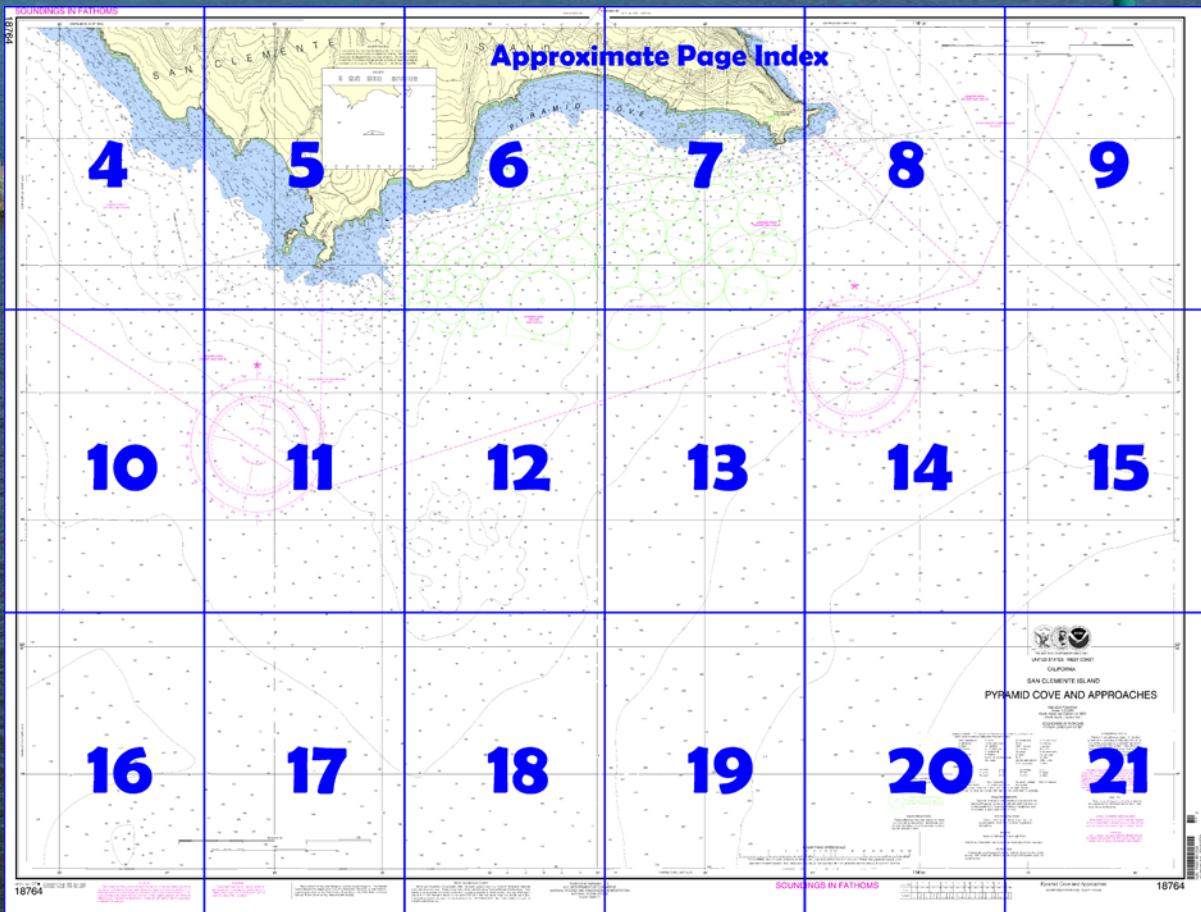
NOAA Chart 18764

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
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888-990-NOAA

Some swell makes into the cove most of the time. Authorized landing on the beach is usually not difficult, but can be extremely hazardous because of unexploded ordnance.

Pyramid Head, the SE point of San Clemente Island and the E side of Pyramid Cove, is about 900 feet high, sharp, jagged, and prominent. **Pyramid Head Light** ($32^{\circ}49'13"N$, $118^{\circ}21'12"W$), 226 feet above the water, is shown from a post with red and white diamond-shaped daymark.

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

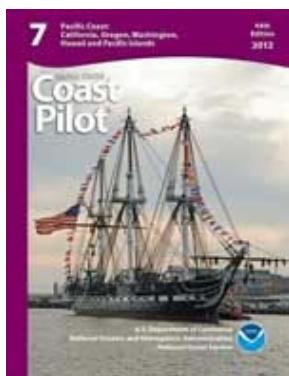
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18764>.



(Selected Excerpts from Coast Pilot)
China Point is the SW extremity of San Clemente Island and on the W side of Pyramid Cove. A light is shown from a white pyramidal structure on the point.
Pyramid Cove, the deep bight in the S end of San Clemente Island, is used as a naval shore bombardment area and included in a **danger zone**. (See **334.950**, chapter 2, for limits and regulations.) The cove, closed to the public, offers protected anchorage in 10 fathoms or more in NW weather to authorized vessels and vessels in distress. Vessels should not enter the kelp as there are indications of other dangers in addition to those already charted.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda

Commander
11th CG District
Alameda, CA

(510) 437-3700

Table of Selected Chart Notes

Corrected through NM Nov. 20/10
Corrected through LNM Nov. 09/10

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection
Scale 1:15,000 at Lat 32° 46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

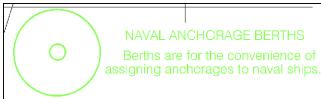
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.136° northward and 3.275° westward to agree with this chart.



LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed up to 3 miles off the south and southeast coast of San Clemente Island.

WARNING

San Clemente Island is a NAVAL RESERVATION.
All vessels are warned that the vicinity of the island is dangerous on account of gunfire and bombing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (figts are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
AI alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	CBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Co occulting	SEC sector
C can	M nautical mile	Or orange	SM statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

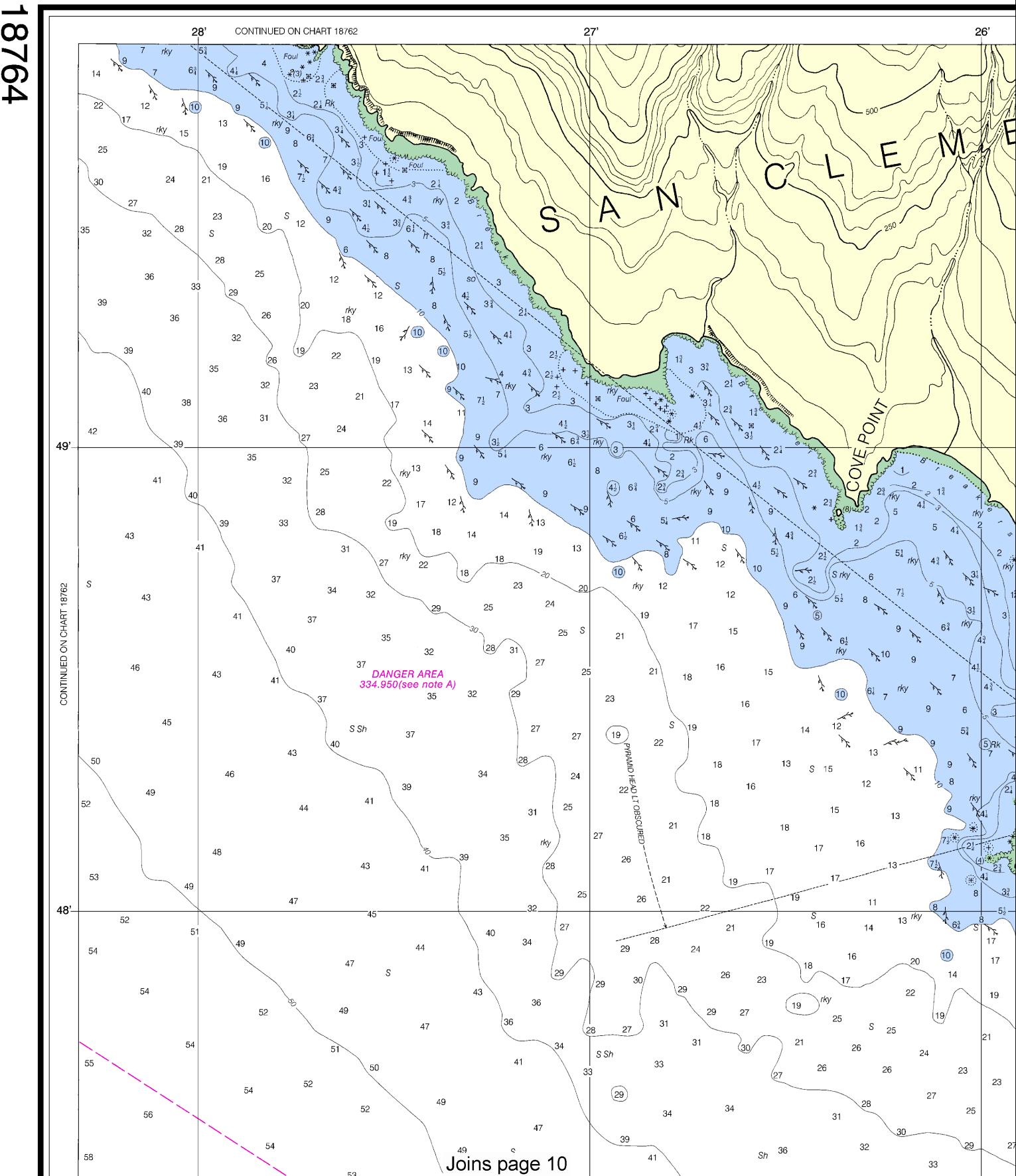
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
WL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FATHOMS

18764



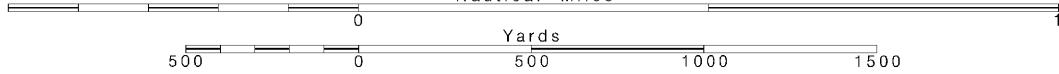
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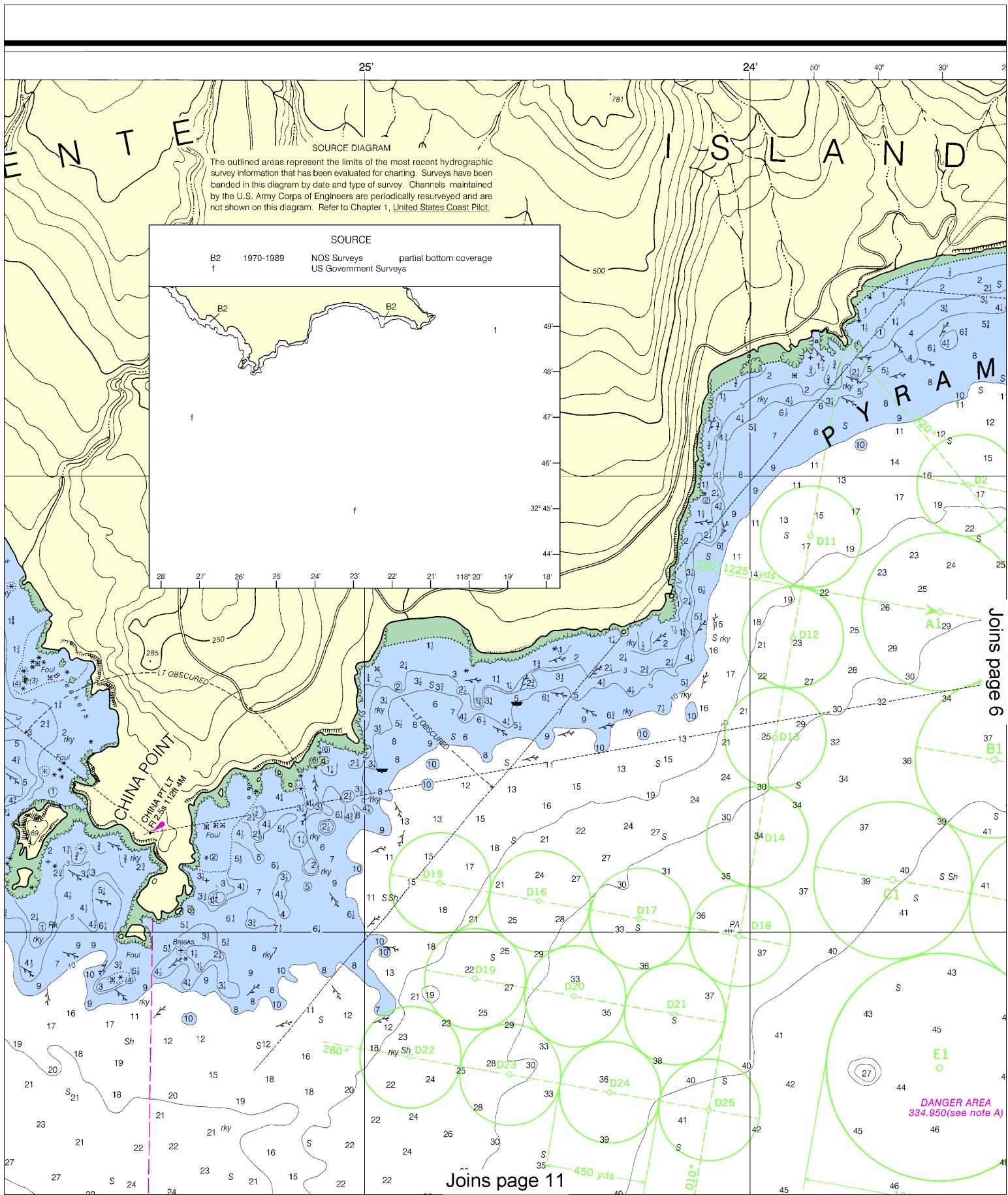
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

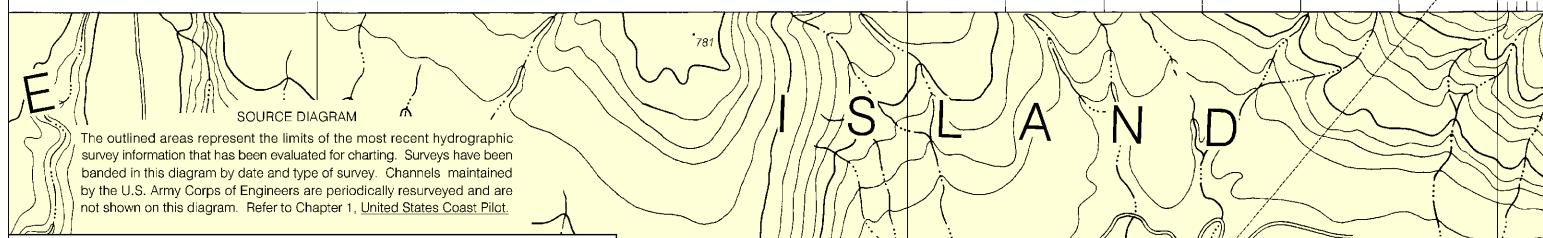




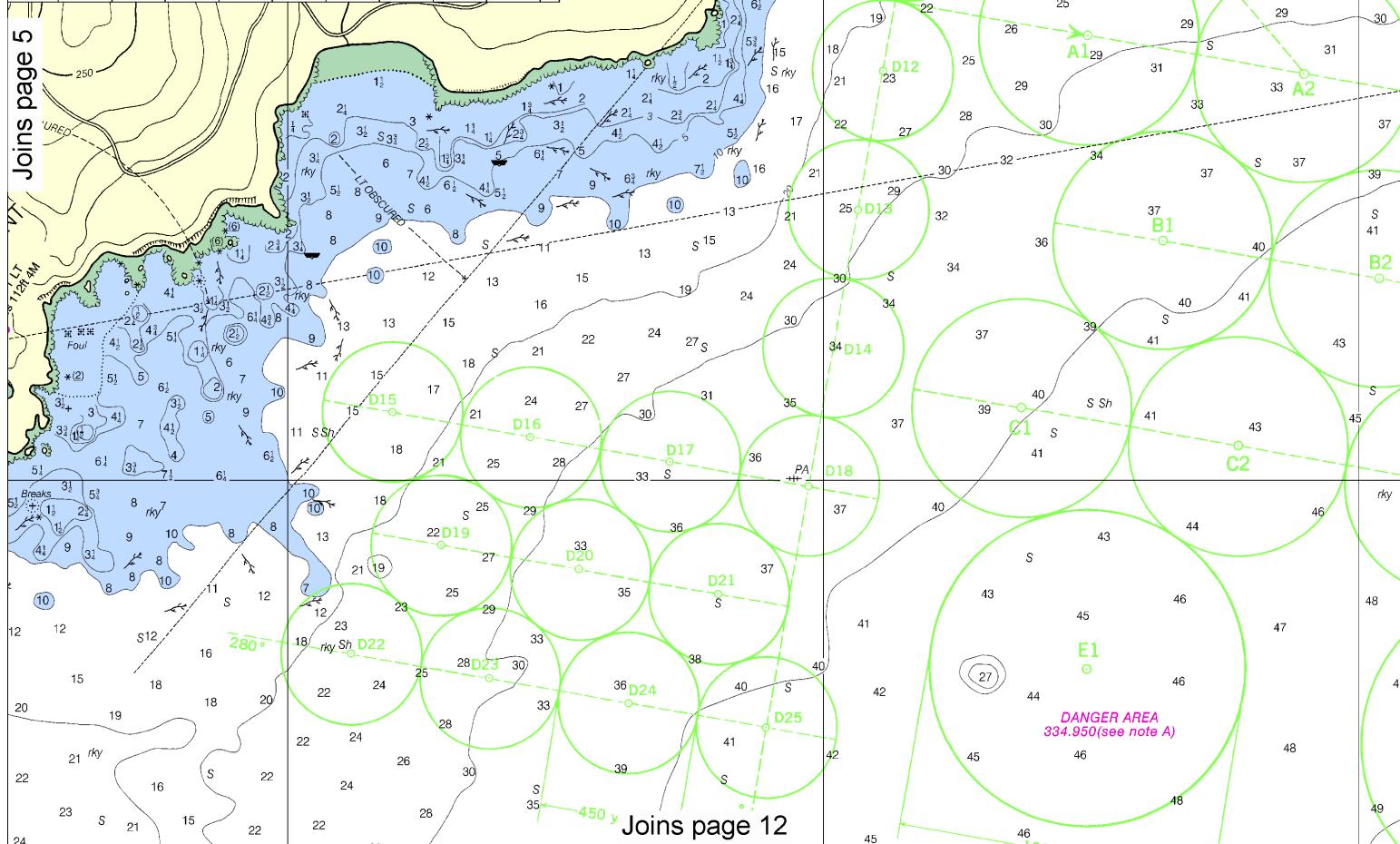
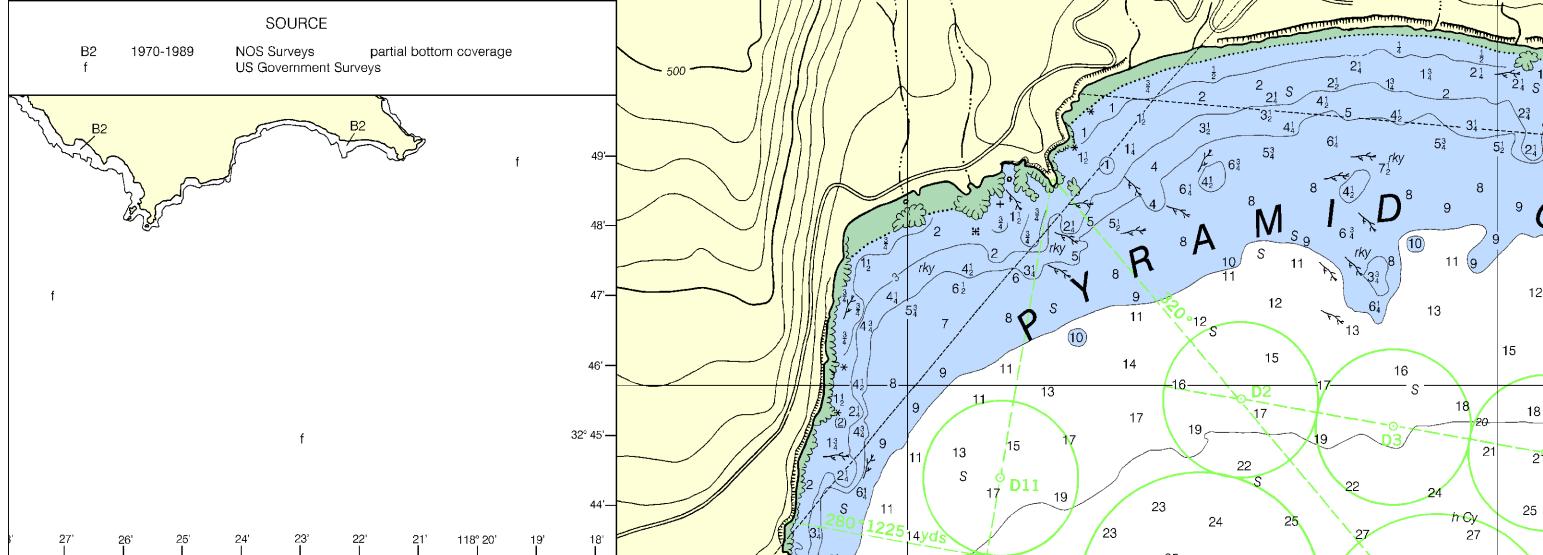
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

25'

24' 50' 40' 30' 20' 10' 23'



SOURCE

B2 f 1970-1989 NOS Surveys partial bottom coverage
US Government Surveys

6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

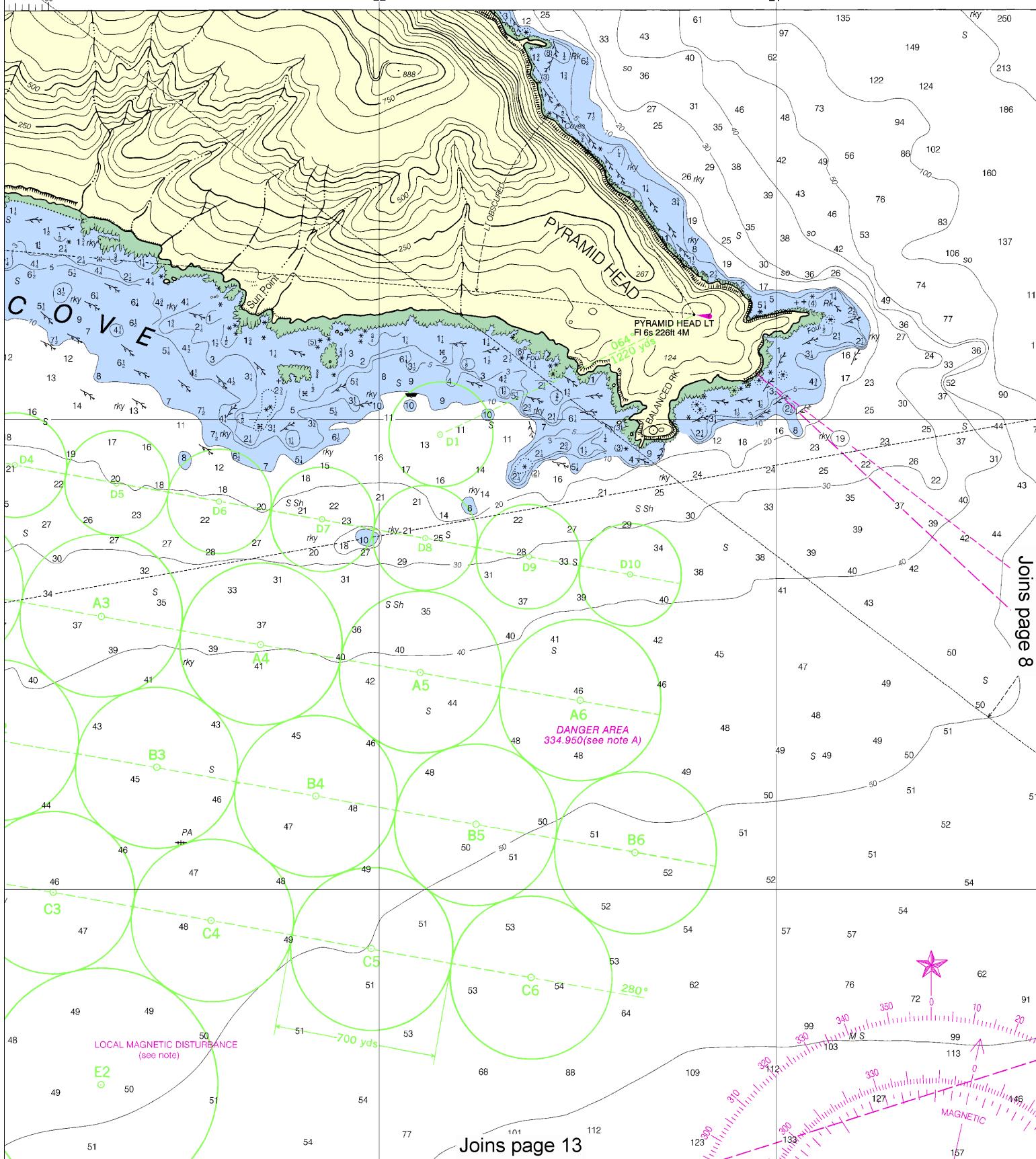
See Note on page 5.

0 500 0 500 1000 1500
Yards

22°

21°

CONTINUED ON CHART 18762

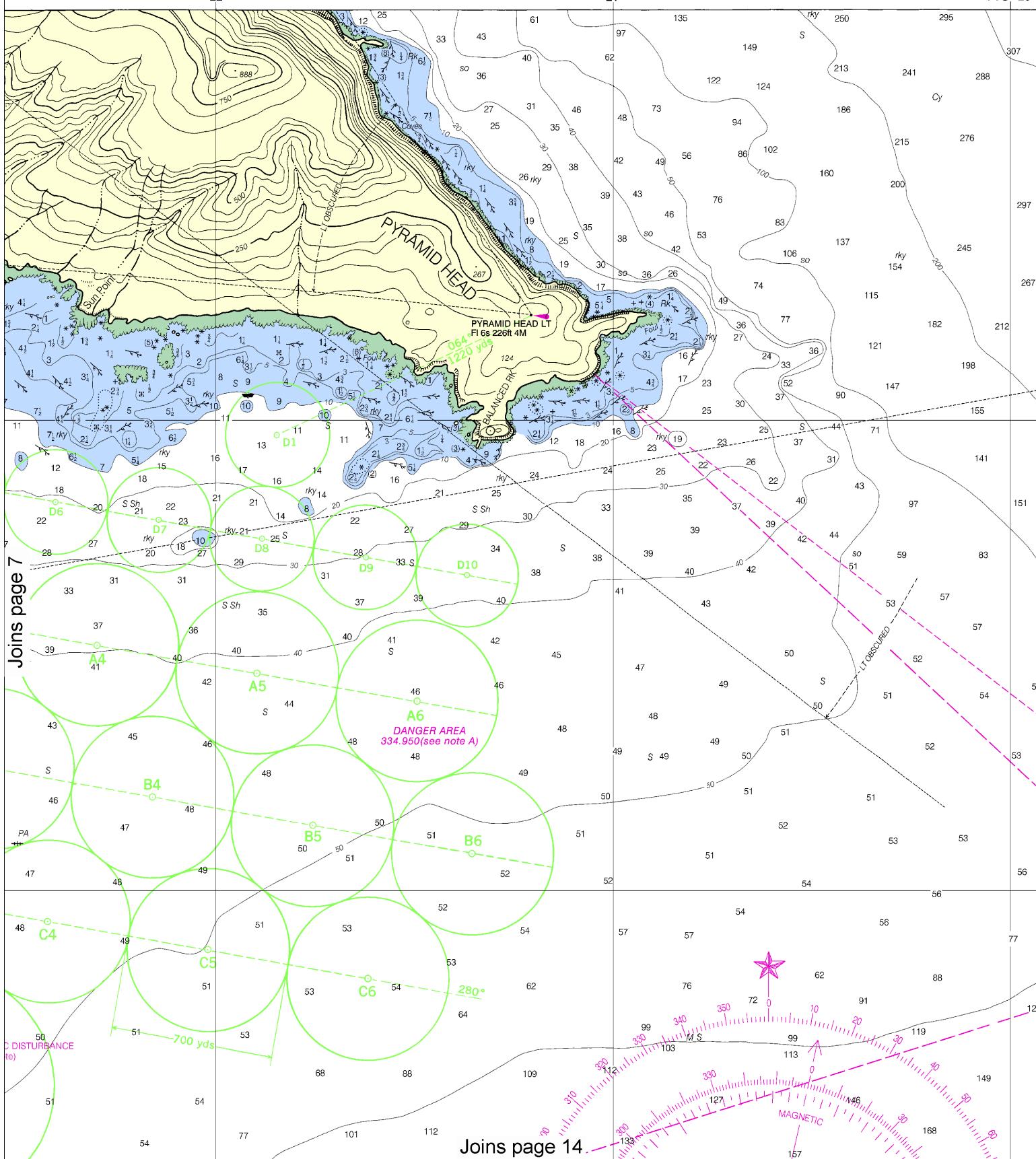


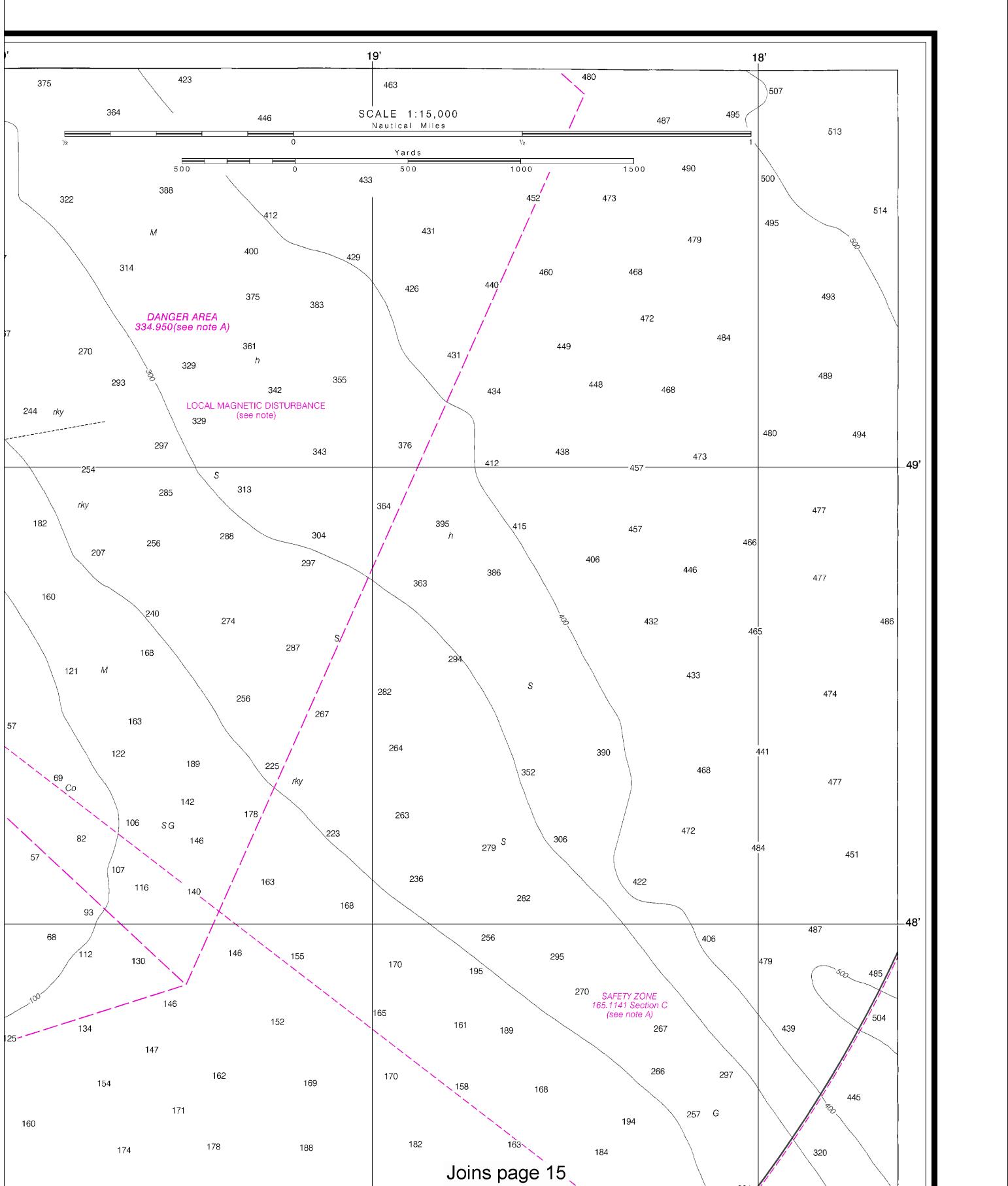
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NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.

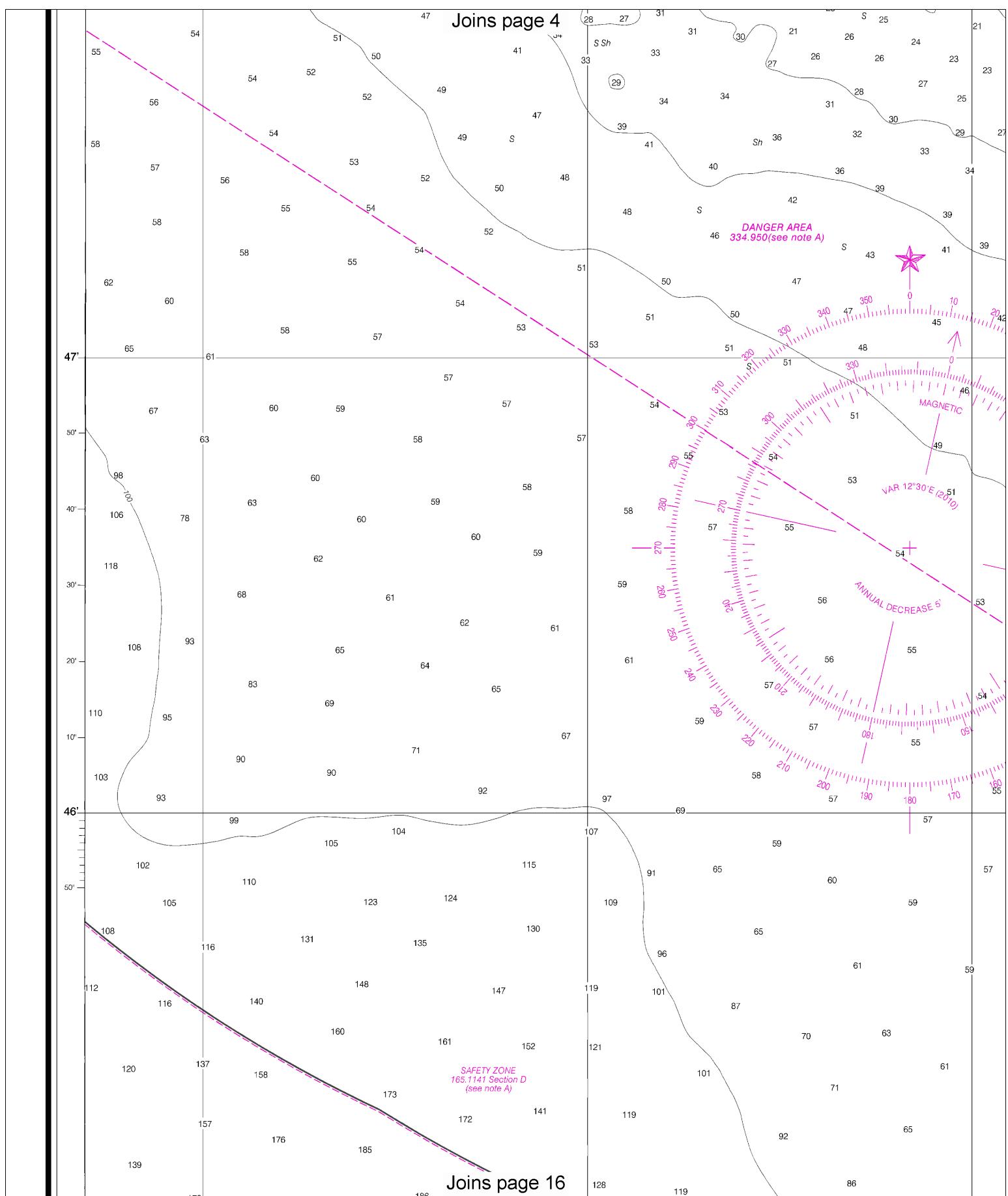
22°

21° CONTINUED ON CHART 18762

118° 20'







10

Note: Chart grid lines are aligned with true north.

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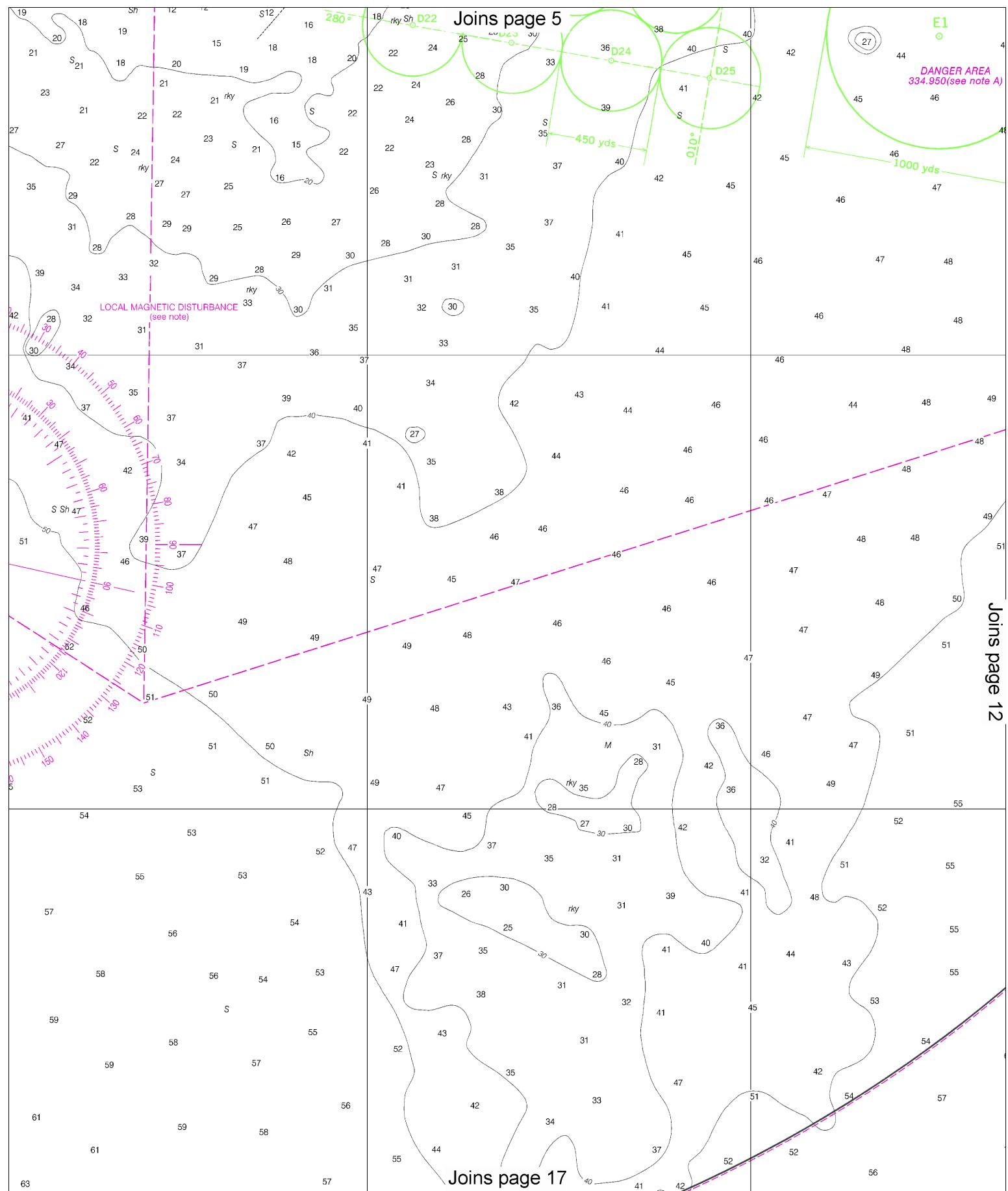
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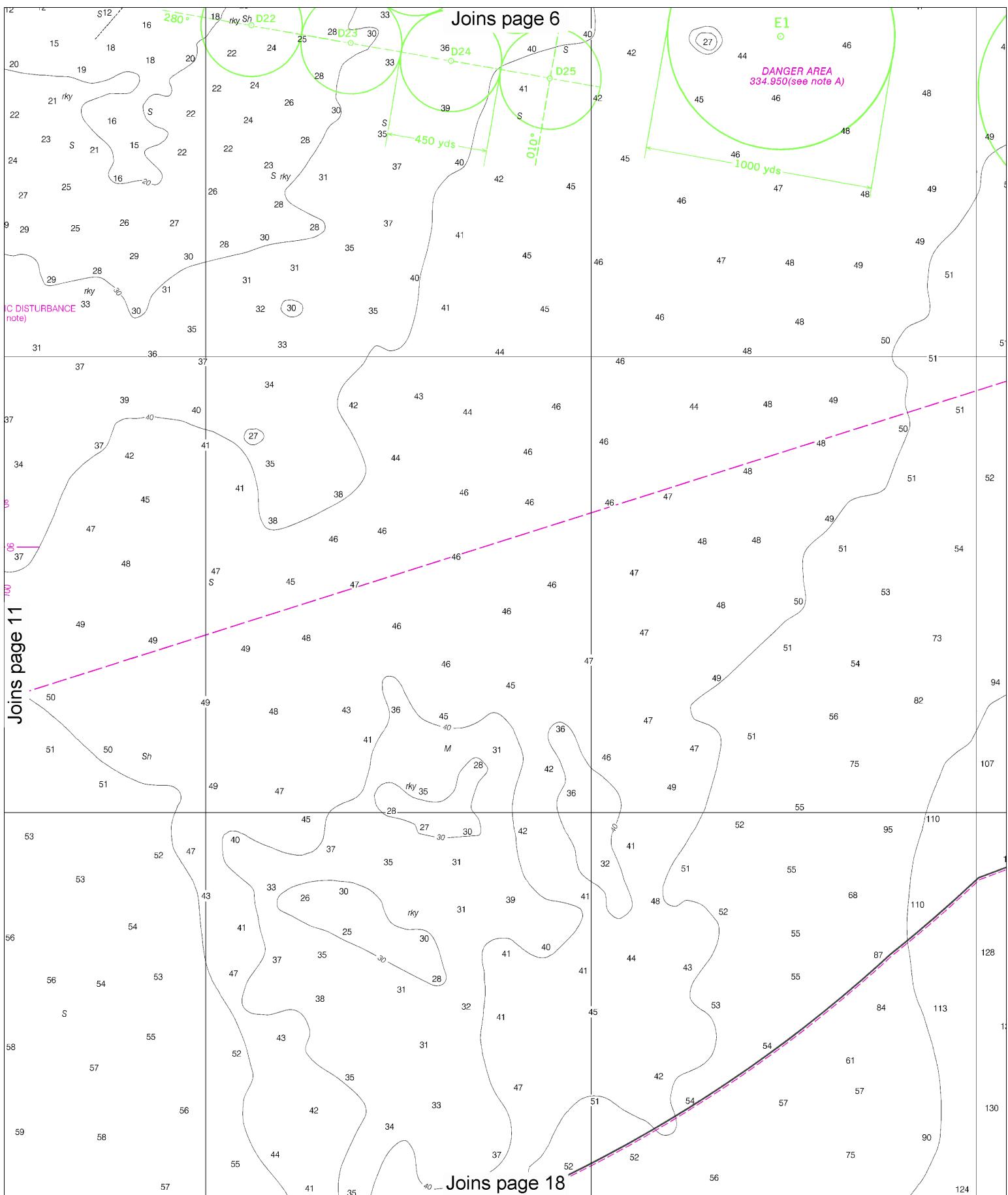
0 1

Yards

500 0 500 1000 1500

Joins page 12





12

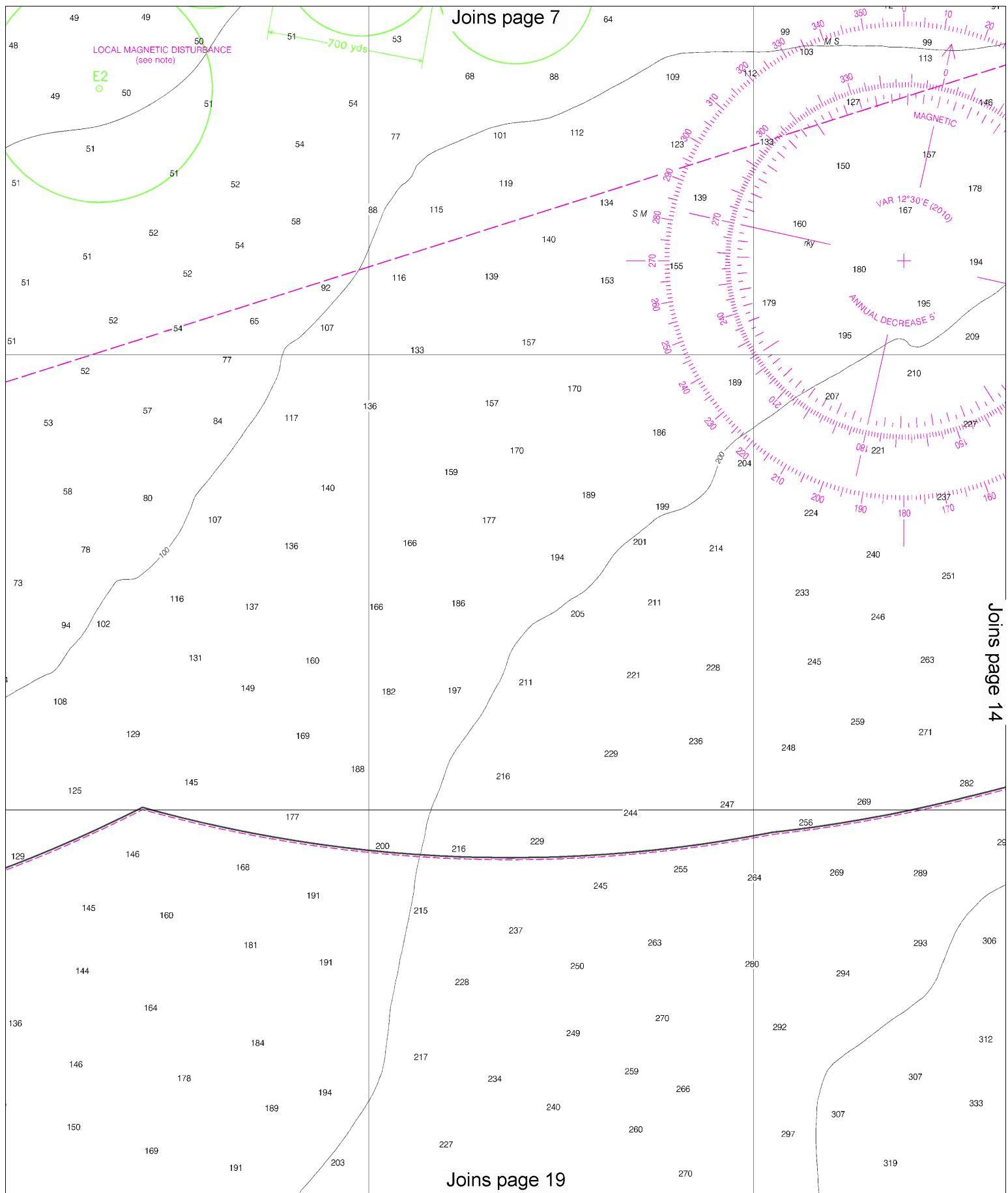
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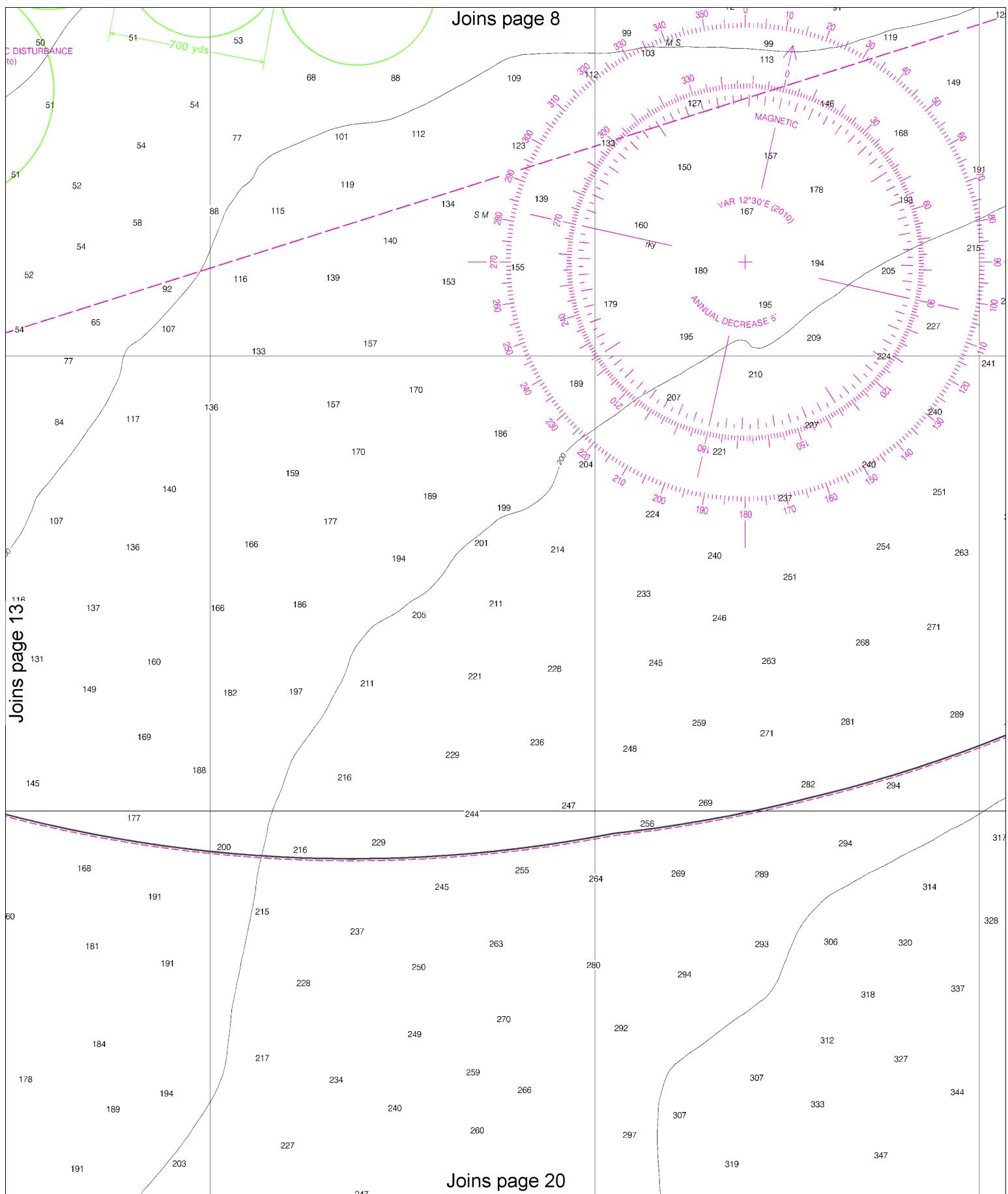
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SCALE 1:15,000
Nautical Miles

See Note on page 5.

0 500 0 500 1000 1500 Yards





14

Note: Chart grid lines are aligned with true north.

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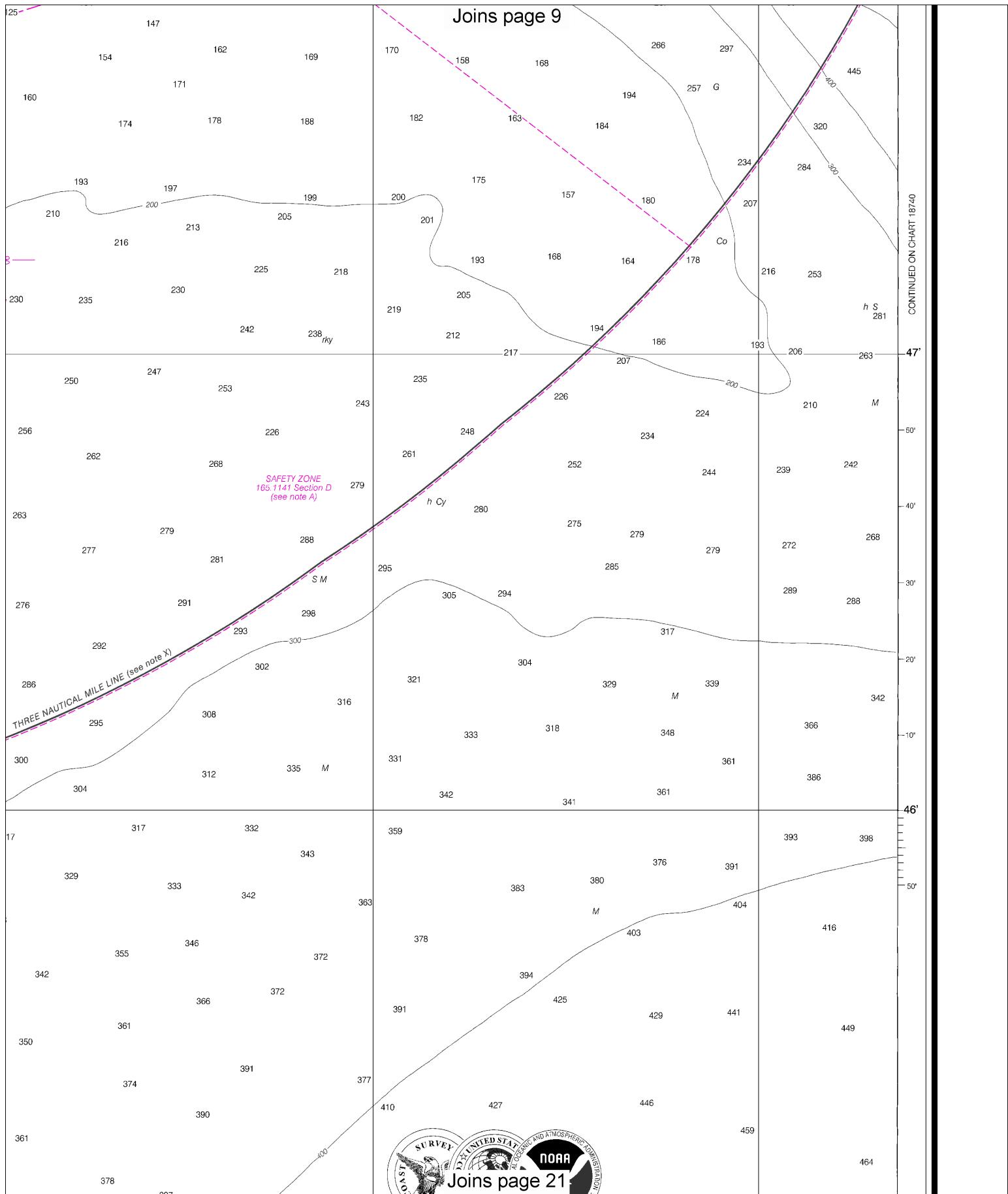
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Nautical Miles

0 500

0 500

See Note on page 5.

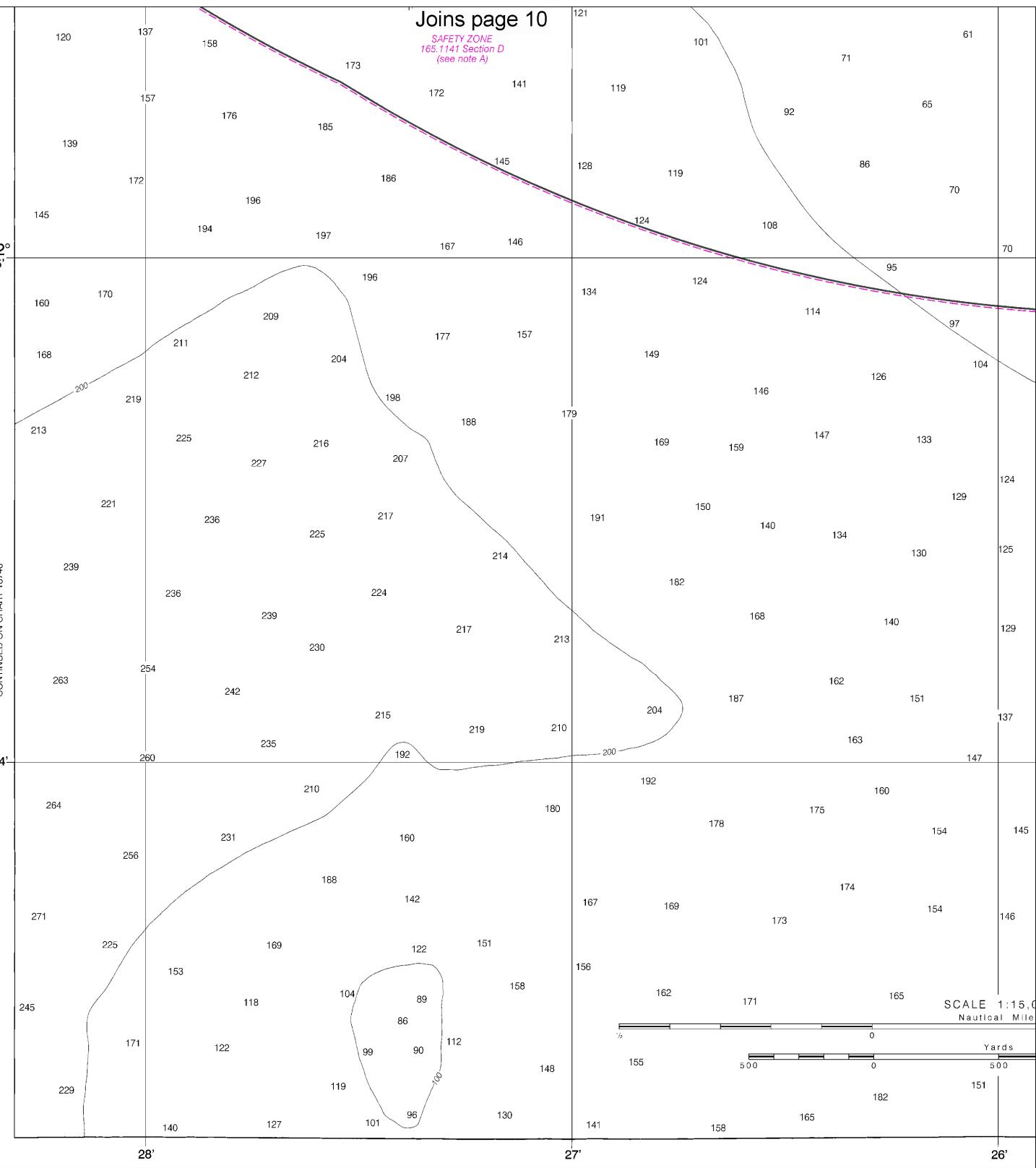
Joins page 9



Joins page 10

SAFETY ZONE
165.1141 Section D
(see note A)

CONTINUED ON CHART 18740



10th Ed., Nov./10 ■ Corrected through NM Nov. 20/10
Corrected through LNM Nov. 09/10

18764

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

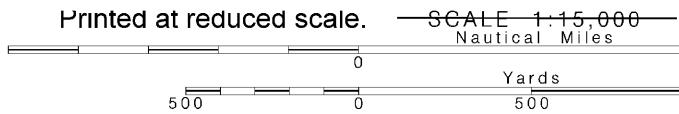
WARNING

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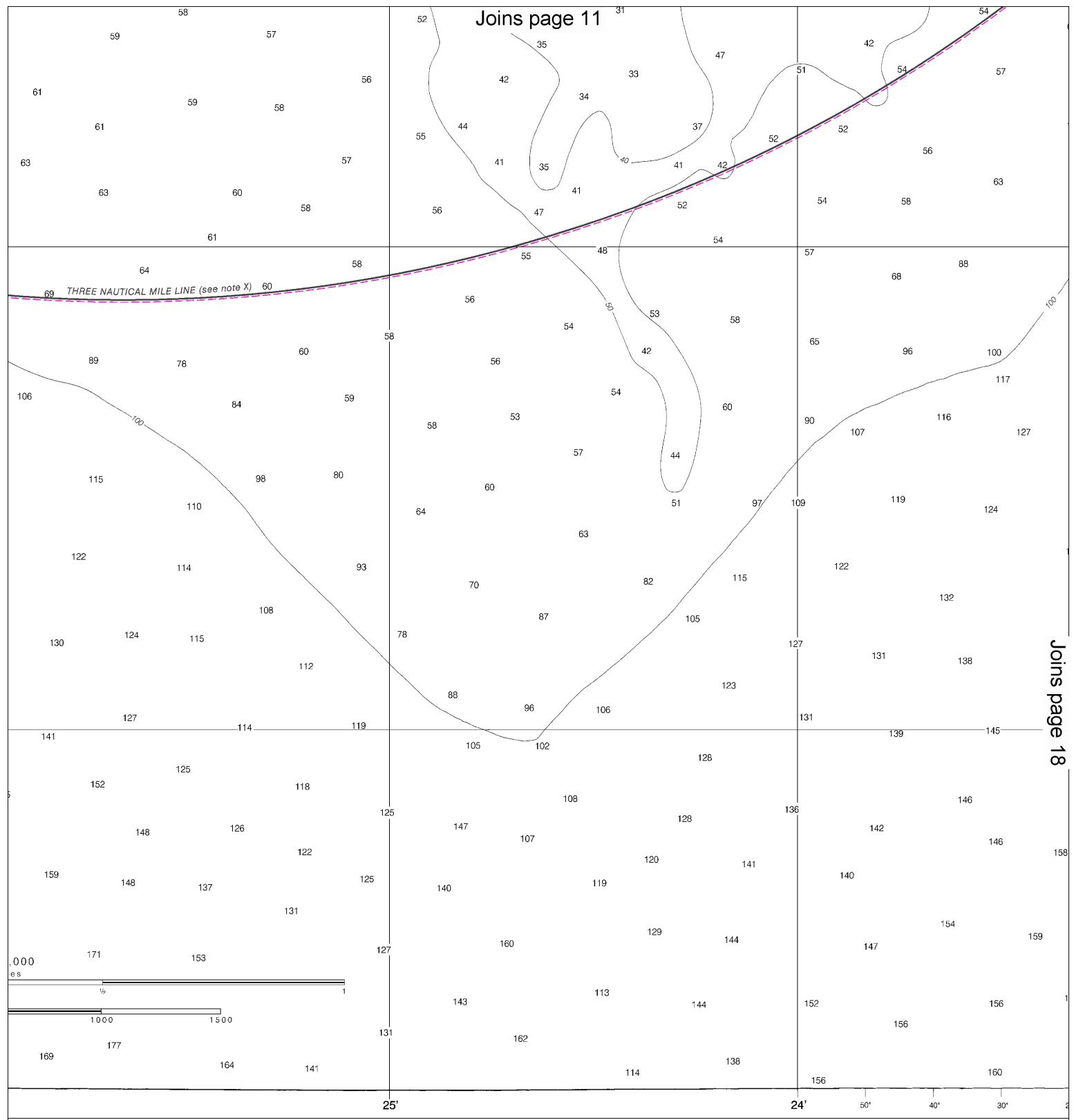
16

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.



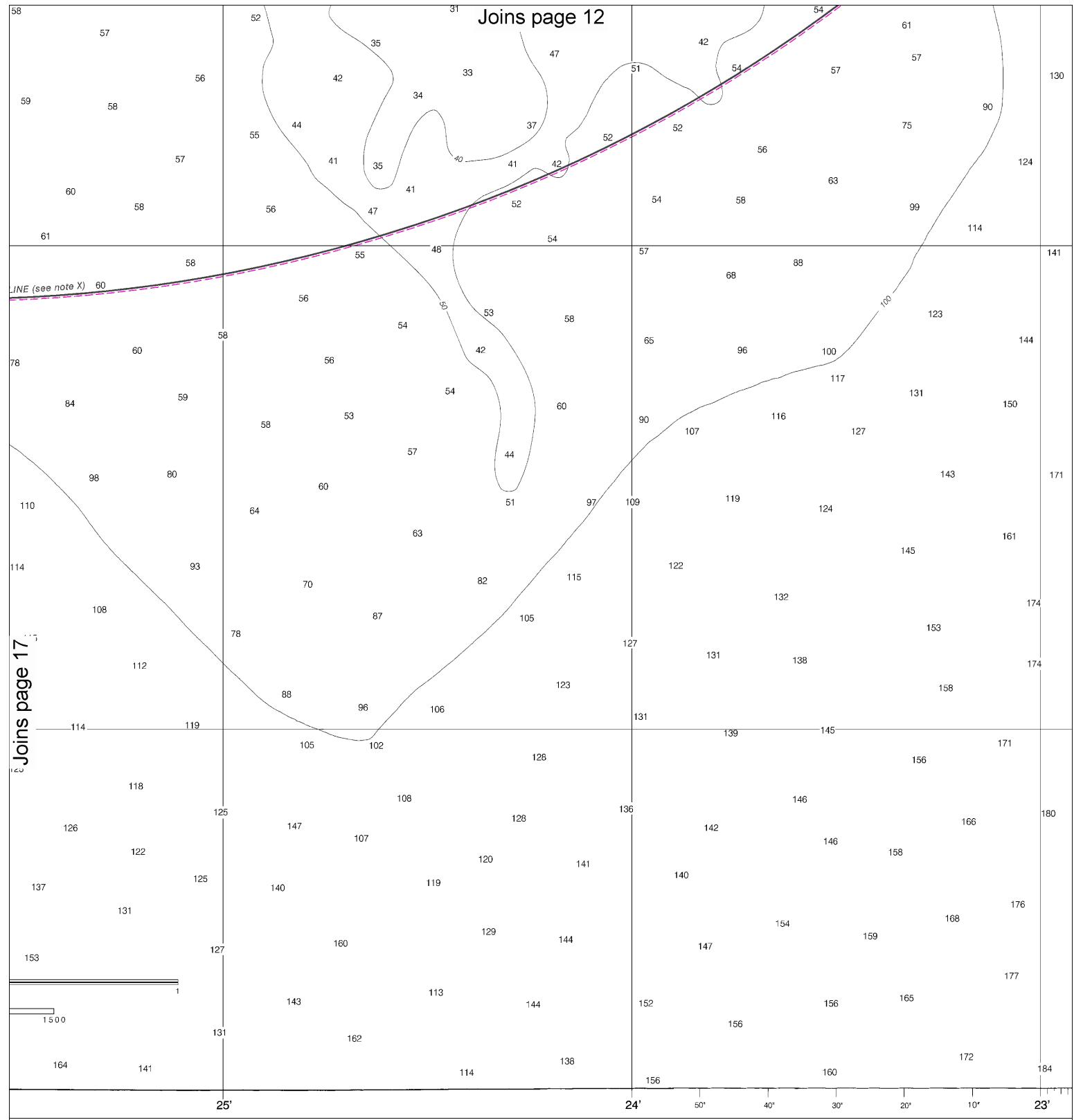
See Note on page 5.



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for proving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NATIONAL



been designed to promote safe navigation. The National
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Maryland 20910-3282.

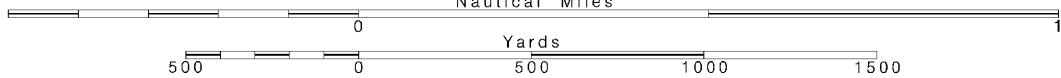
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COAST SURVEY

18

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale. — SCALE 1:15,000 Nautical Miles

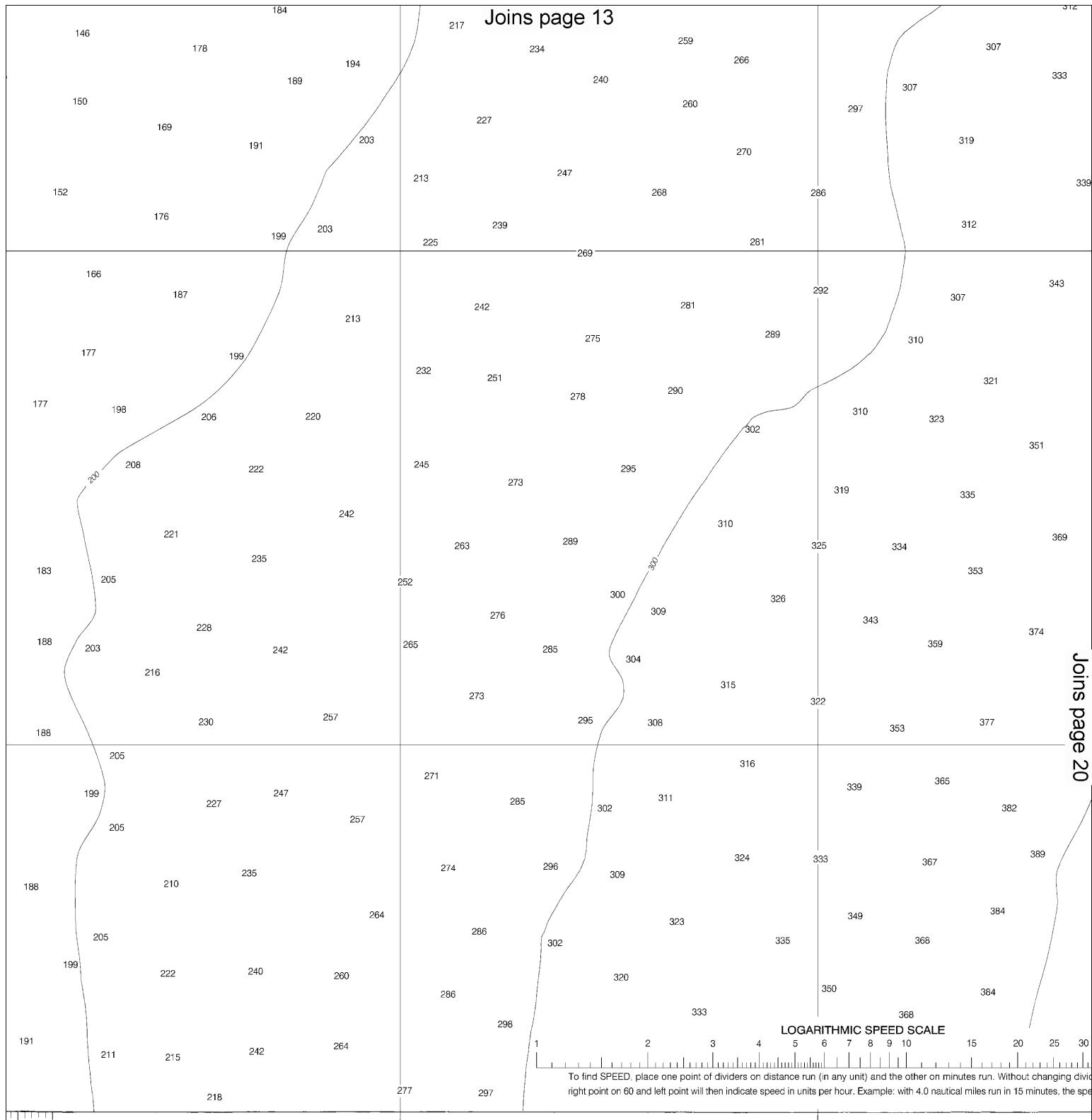


See Note on page 5.

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Joins page 20

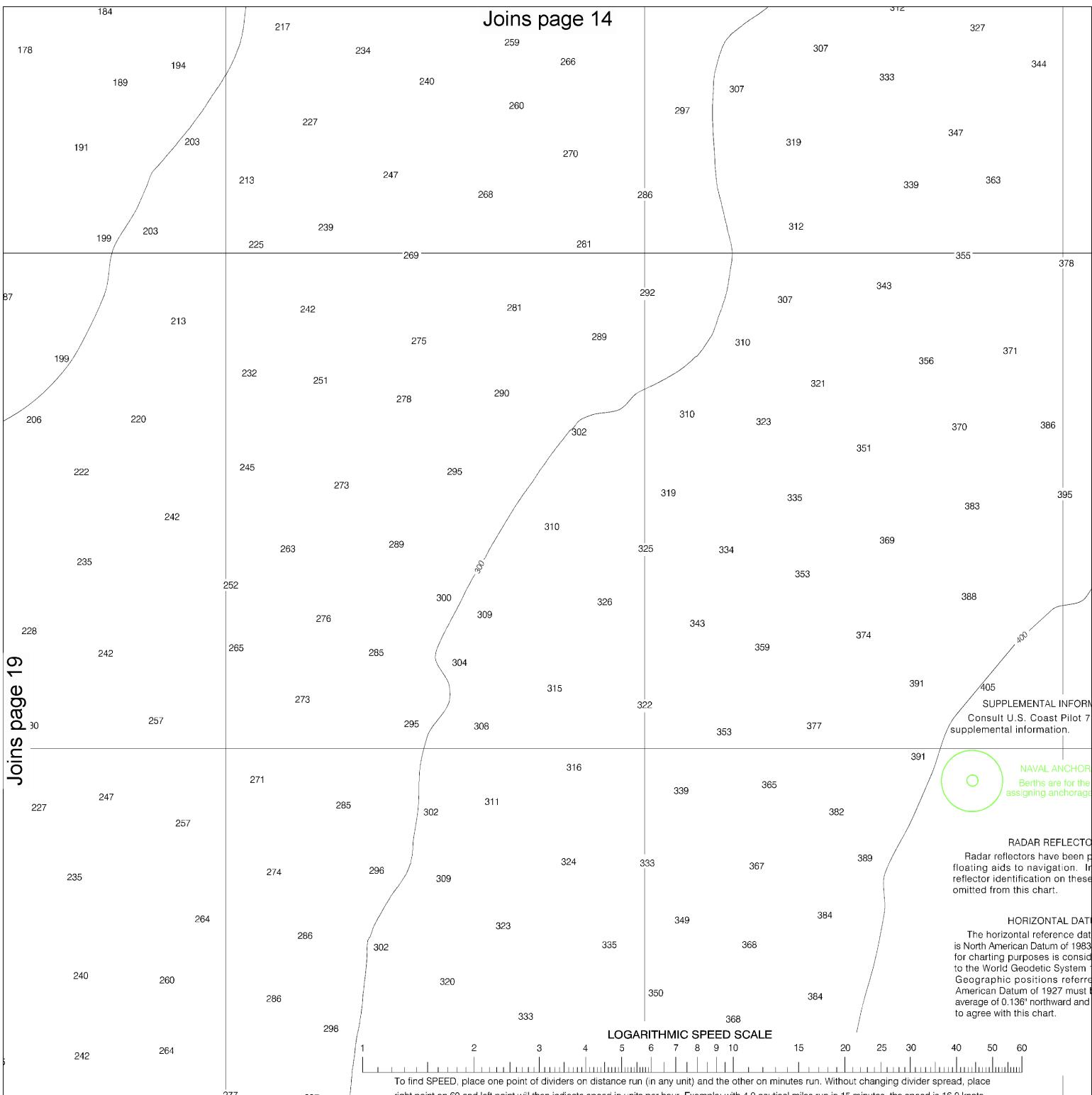


D.C.
MERCE
ADMINISTRATION
ICE

SOUNDINGS IN FATHOMS

19

Joins page 14



SOUNDINGS IN FATHOMS

FATHOMS	1	2
FEET	6	12
METERS	1	2

20

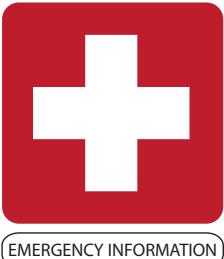
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

500 0 500 1000 1500 Yards



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAACharterViewer.html
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Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
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NOAA's Office of Coast Survey



The Nation's Chartmaker